



Official and Classified ADVERTISEMENTS

Continued from Page 15

VESSELS WANTED

£4,000-£5,000 cash offered for fast fishing boat. Aqua Star, Sea Angler, Cygnet or similar, suitable angling parties. A. Taber, 9 Abbey Terrace, Whitby, Yorkshire. Telephone: 0947 4825.

WANTED 35ft. stern trawler workboat, forward wheelhouse, 75-100hp, up to £4,000. Would consider some repair work. Telephone: 0375 77348 evenings.

WANTED For spot cash at scrap value. Fishing boats, steel trawlers, coasters, landing craft, commercial steel barges, tankers, wrecks in and out of water, any type of ship, boat, barge, tank, etc. any age. Details to the British Isles. Mrs. G. Smith, Cannons, 81 Ainstead Road, Grange-over-Sands, Lancaster 20. Tel: 051-449 2880 anytime.

WANTED 28/32ft. GRP fishing boat, 3ft. 9in. max. draught, must accommodate anglers and seasonal trawlers. min. 70hp diesel, forward wheelhouse, preferable with in to take. Lloyd's survey, will pay up to £4,000. Telephone: Exmouth 74012 or 73306 evenings.

WANTED 70/74ft. damaged or derelict M/FV trawler type vessel with steam or diesel engine up to 21,000 cash, anything considered. Details to G. Fraser, 51a Bear Street, Barnstable, N. Devon.

WANTED 40/55ft. M/FV, sound hull and engine. D. Sease, 7 Old Bridge House, Road, Bursledon, Southampton SO3 8AJ. Telephone: 02387.

OPEN or well decked vessel with arrangement forward, 32ft., 38ft., old boat accepted if sound, cables are in fair condition, £3,000. Telephone: 0248 713247 evenings.

WANTED 28/30ft. diesel fishing boat, power to dredge, up to approx. £1,300. Telephone: Cowes 0984 4786.

30/40ft. power, wood or GRP with gear, must be in good condition. Box No. 492.

WANTED 27/31ft. GRP for potting, forward offset wheelhouse. Telephone: 9925 484.

WANTED steel lug/stern trawler, minimum horse power 300 either or twin screw, must be in good condition. Telephone: Fort William 2566 or 2821.

INSHORE trawler/crabber, over 30ft., details and photograph to 7 Burnaby Road, Westburn, Bournemouth, telephone: Bournemouth 763988.

M/FV approx. 100ft. with steel hull and load line for charter over a period of three or alternatively six months. Telephone: 0243 58 469.

WANTED on share basis 50ft. trawler approx. 200hp to work N.E. coast. Box No. 481.

38ft./40ft. Scottish trawler, Gardner preferred. B. Stent, telephone: Hastings 424340 after 6 p.m.

WANTED 70/74ft. damaged or derelict M/FV trawler type vessel with steam or diesel engine up to 21,000 cash, anything considered. Details to G. Fraser, 51a Bear Street, Barnstable, N. Devon.

WANTED 38ft. to 45ft. Scottish built stern trawler, 9ft. maximum draught, Gardner, Kelvin preferred. Box No. 494.

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ENGINES WANTED

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tait, 51 High Street, Frasergrove, tel. 2280.

SECONDHAND set of seine net gear. Telephone: Deganwy (0492) 82657.

WANTED secondhand lobster pots up to 10ft. Will collect mainland. Telephone (0248) 713247 evenings.

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WANTED

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Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Tamm & Co. Ltd., Bawtry Road, Finslinton, Near Doncaster, Yorkshire. Tel: Doncaster 770203 Telex: 547239

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4 to 20 men trawlers. DTT Botti boats. Liferaft Hire Co., 14 Chapel Road, Tiptree, Colchester, Essex CO7 0RA. Tiptree 818540.

FOR HIRE

WANTED for hire, fishing vessel, under 50 tons, with trawl gear. Box No. 403.

February 18, 1977

ENGINES WANTED

SUGGESTED SKIPPERS

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Maximum limit fines on Scots

THREE Scottish skippers were each fined the maximum £1,000 after a two-day trial last week for fishing inside Cornwall's three-mile limit.

Magistrates from Pydar, sitting at a special court at Helston, found them guilty of breaking a bye-law which prohibits the use of purse seine nets and fishing by boats of more than 80ft. within the zone.

The skippers are David Andrew (39) of the 99ft. purse seiner *Gallic Rose*; Forbes Cameron (29) of her sister-ship *Gallic May*; and Robert Tait (30) of the purse seiner *Comrade*. The men were allowed to keep their nets, gear and catch. All pleaded not guilty.

A fourth skipper, Andrew Tait (38) of the 136ft. purse seiner *Chris Andra*, was found not guilty.

COMMENT

THIS WEEK we feature the top-earning vessels in the fleet last year. As the value of the annual British catch beat the £200m. mark for the first time during 1976, there were many eye-raising performances. Records fell regularly throughout the year — right across the fleet.

On the surface, the gloom and doom surrounding press coverage of the industry looks misplaced when set against the performance of the fleet. But, a closer examination, shows just what skippers had to do to get their fish.

As the noose of limit and quota restrictions tightened on the fleet, traditional fishing patterns were completely disrupted and almost all sections of the fleet felt the effects.

While distant water freshers went off to Greenland, others were having to go down to the south-west mackerel grounds where they were also joined by freezers.

There was a similar situation in Scotland, where the west coast boats found themselves prawning and white fishing on the east coast, while others went down on the Cornish mackerel.

This year the outlook looks even worse, as we see freshers sail off on 4,500-mile trips to Canada.

Throughout all this desperate hunt for fish it was cod which remained the prize quarry. Prices advanced by more than 50 per cent over the year. With the auction price averaging out at £375 a ton, this was even better than contract prices in Norway which rose by 20 per cent to £332 a ton.

As our companion paper *Fishing News International* notes in its March issue: 'If Hull skipper, Bill Brettell, had brought back the same amount of fish last year, as he did 10 years ago, his earnings would now be on the £1m. mark.'

It is figures like these which should bring home to our Government — and the EEC — how important the coming deal with Norway is to the British fishing industry and the national economy.

fishing news

Editor: Harry Barrett

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Published weekly
Postal subscription rate:

£8 per annum
£8.50 overseas

Circulation:

Ann Dunsford
75-77 Ashgrove Road, Ashley Down, Bristol BS7 9LW.
Tel: 0272 425711

Registered as a newspaper at the Post Office.

ABC

110 FLEET STREET, LONDON EC4A 2JL. Tel 01-353 6061



"I was 2.72 miles off Lizard Point when the fishery vessel came up," he said.

He added that the value of his purse seine net is £45,000. They can be purchased, but there is a long waiting time while they are being made up.

Skipper Cameron of *Gallic May* was not called to give evidence.

Defending Robert and Andrew Tait, Philip Stephens said: "In my experience of 25 years, rarely has a prosecution in the county, or the country, been prefaced with such advanced prosecution publicity."

The proceedings of Cornwall Sea Fisheries Committee a month ago had clearly pre-supposed the guilt of the defendants, and while he had complete confidence that the court would discharge its duties, it must be extremely difficult for magistrates to completely ignore or put out of mind the statements that had been made.

Mr. Stephens said he wondered what members of the committee are thinking about when they said that those apprehended were the offenders, and had gone on to hope that maximum penalties would be applied.

Mr. C. W. L. Jervis, defending Andrew and Cameron, said: "I accept every word that Mr. Stephens has said about the publicity which has attended this unfortunate case."

Ireland taking Cornish fish for meal

THE SHIPPING giant P & O is going into the mackerel carrying business.

The first indication of P & O's plans came last week when fish-pumping equipment was spotted on a quay in Falmouth.

Part of the pumping equipment was labelled "Cedar Transport" — which didn't mean anything to waterfront observers.

Cedar is a London-based firm poised to start fish transporting. Through Bethel Gwyn of Swansea — another tentacle on the P & O octopus — Cedar Transport is to charter a ship to take Cornish mackerel to a fish meal plant in Southern Ireland.

It is proposed to ship up to 500 tons at a time, loading fish from Scottish and other vessels at sea.

The pumping equipment, said to be worth about £25,000, was at first thought to be going to a Danish factory ship which has been busy in the Channel.

This vessel has been taking fish from Scottish boats — again for fish meal. On Thursday last week she was reported to be off Plymouth.

THE HULL freezer stern trawlers *St. Benedict* and *Princess Anne* put into Milford Haven last week with a combined total of 1,000 tons of mackerel which were transferred in the dock to the refrigerated vessel *Star* for shipment to Nigeria.

Meantime, conversion work on another sister-ship *Crystal Palace*, is nearing completion. The South-Western Mechanised Fishing net drum was scheduled for fitting to the boat deck this month at Grimsby and she could be heading south at the end of the month or early March.

This will end the first phase of conversions of former distant water ships by Consolidated Fisheries. Further vessels have been

selected for modifications, but the firm will first review the progress of *Real Madrid*, *Carlsbad* and *Crystal Palace*.

Boston Deep Sea Fisheries Ltd. at Grimsby may shortly begin a similar exercise with *Prince Philip*.

Not so fortunate has been the 74ft. multi-purpose *Snow*, which returned to Grimsby from the south-west on February 13.

The *Tom Slight* (F.S. 112) Ltd. vessel, badly damaged by fire last November at North Shields, did not leave Grimsby until January 27.

Although Skipper John Lee has resigned to take command of a Shields-based vessel, her brief excursion to the mackerel grounds is something of a mystery.

The 140-footer now joins sister-ship, *Carlsbad* (Skipper Keith Heron), which left the Humber port following an identical conversion earlier this month for the south-west mackerel grounds.

Carlsbad has not had the best of luck with the weather so far, but when it has moderated she has fished well making several really large hauls.

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Ron Faulkner of Thomas Hamling and Co., owners of

St. Benedict, was one of the owners' representatives at the port to evaluate the exercise.

He said that, so far, the operation had gone extremely well. Last year the port's shore staff handled the catches of several Hull freezers.

Roy Evans, the docks company manager, said this latest move could result in a big spin-off for the port, with the possibility of the local dry dock and engineering facilities being utilized.

He said it all depended on the success of this first exercise.

It is possible that the attraction of Milford Haven as a base for freezer trawlers during the mackerel season will now increase.

Harold Walker, Minister of State for Employment, said the size of the problem in the south-west made it inconceivable that merely building up fisheries and agriculture would remedy the problems.

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Last day to bid in RNLI sale

TODAY (Friday) is the last chance to make your bid to boost the RNLI's fund at Peterhead.

A number of items of fishing gear have been donated by Hugh Norman Marine Sales Ltd., Ellon, Aberdeenshire, agents for the three Norwegian companies supplying the gear.

They include eight torpedo-shaped fenders, an automatic dusk-dawn dahlight and a 60ft. coil of 2½ in. dia. polypropylene rope.

The gifts have been displayed this week in the furniture store window of R. Gordon, Peterhead.

Offers for the equipment will close during the 45th Annual Lifeboat Ball which takes place at Peterhead tonight (Friday). Any bidders should telephone Mr. Gordon on Peterhead 3504.

MORRIS 2 Ton Trawl Winch

Hydraulic or belt drive. Standard drum capacity 120 fathoms of 1½ in. wire. Larger capacity drums made to order.

Suitable for boats 25ft. upwards.

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Inshoremen seething over landing rules

INSHORE fishermen at Grimsby are taking legal advice over the ultimatum from the local branch of the National Docks Labour Board to stop all fish being landed without the employment of registered lumpers from March 6 (Fishing News, February 18).

Even some lumpers were not in favour of the decision and one man speaking to Fishing News said: "Yes, I think they have overstepped the mark. We do not want to be messing around doubling on inshore with half-a-dozen kits. It's when they start bringing in big catches that the union (TGWU) must clamp down in our interests."

"I voted in favour of the token strike over Wardley because she was making more money and landing more fish as an inshore gill-netter than she ever did as a seiner. More seiners were bound to follow what Wardley had done."

"I think to be really fair the NDLB should allow anyone with less than 20 kits to unload themselves as it's a hell of a game with some of those inshore vessels. I think most lumpers would agree to something like this."

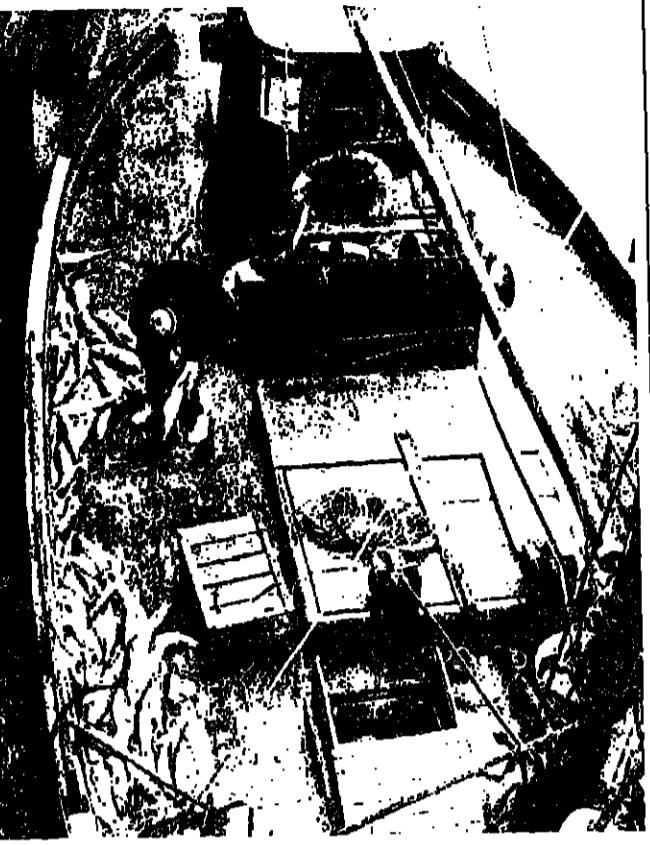
Meanwhile, if the decision stands, it will almost certainly mean the complete collapse of the summer line fishing industry for dogfish.

In recent years Grimsby has built up a sound reputation as the main centre for many East Anglian and Yorkshire inshore boats which base themselves on the Humber port through the season because of the very keen markets.

Traditionally unloaded by the crews, unless over the 1974 seven tides NDLB criteria, these vessels will almost certainly boycott Grimsby and either send their fish into the port overland, or contract out to merchants who specialise in dogfish, landing at their home ports and again bringing the fish to Grimsby by road.

Ironically, the port authorities at Grimsby are presently trying to attract visitors to the port in an attempt to keep dock dues down. The local NDLB ruling could hardly have come at a worse time.

He also expressed confidence in the vessel's



An inshore fisherman completes the gutting of a few cod, possibly no more than two or three kits, after a night's handlining in the Humber. From March 6, the lumper force must be used to unload catches like this.

Deevale to work Bristol Channel

THE Fleetwood pocket trawler *Deevale*, recently sold to Milford Haven, is the centre of a venture by two local fishermen who previously fished for crayfish.

They are Peter Sheriff and Gerald Lewis who are reported to have paid £24,000 for the vessel. They intend to use *Deevale* for conventional fishing on the Bristol Channel grounds with Skipper Lewis in command.

They are confident that they can make the vessel a paying proposition. Mr. Sheriff (34) said: "We would not have invested this money in the vessel if we did not think it would work out".

He also expressed confidence in the vessel's



Deevale — to be worked by two Milford men.

Eel catchers form watchdog group

EAST ANGLIAN eel fishermen, worried about their future and what they describe as the "creeping controls" working their way into the industry, are banding together to form a watchdog association.

A meeting of eel fishermen from all over Norfolk, Suffolk, Cambridgeshire and Lincolnshire has been called for March 16 and will be held at 7.30 pm at the Hotel Norwich, in Norwich.

One of the men behind the new organisation is Peter Hills of Lowestoft.

"Many eel fishermen work on a part-time basis — but there are a large number in the eastern counties who are dependent on the fishery for a livelihood," he said. "All of them — like fishermen in every part of the country — have to work hard to live."

The increasing anxiety among eel fishermen throughout the eastern coun-

FINES FOR IRISH SKIPPER

KILKEEL skippers Edward Fosythe and Fred Rogers have each been fined £20 for pair trawling for herring in contravention of the new herring fishing regulations.

These regulations restrict fishing off certain sections of the County Down coast (known as the Mourne Conservation area). They were also charged with using boats of over 35ft. to catch herring.

A fisheries protection vessel spotted the trawlers *Jeanette* and *Be Ready*, on September 3, 1976. They were boarded and directed to Kilkeel where their nets and gear were unloaded.

It was pleaded that the men, returning from an lake

MP CALLS FOR A BEAMER BAN

WALTER CLEGG, MP for North Fylde, has called for a ban on Dutch and Belgian beam trawlers in the British sector of the Irish sea.

This was stated in a common question demanding urgent action from the Minister of Agriculture, Fisheries and Food, John Silkin.

Mr. Clegg, whose constituency includes Fleetwood, said: "This method of fishing does immense damage to the fish stocks. Our people say it absolutely wrecks the sea bed." His remarks coincide with rumours that a large fleet of Dutch beam trawlers is soon due to work the Morecambe Bay soles.

Body landed

JOHN PORTZ (42) of Hull, second engineer of Mar's freezer trawler *Farnell*, died after suddenly being taken ill on board while fishing off Labrador 10 days after leaving Hull. His body was landed in Canada and after a replacement engineer was flown out to St. John's the trip continued.

During an intensive tour of the factory, Mr. Millan was able to see advanced production techniques at what is now Britain's major scallop plant.

He also took a look at the scallop production line which is also due for considerable expansion.

The factory occupies

50,000 sq. ft. on a four-acre

site.

This year fish purchasing

is expected to total over

£1m.

"It has been a revelation to me to see the factory you have here", said Mr. Millan.

"Many people do not realise

the amount of sophisticated

and labour required to get

seafood on our tables.

Young During

During

an intensive tour of

the factory, Mr. Millan was

able to see advanced produc-

tion techniques at what is now

Britain's major scallop plant.

He also took a look at the

scallop production line which

is also due for considerable

expansion.

"Profits have been ploughed back into the business and, thanks to the additional

financial grant support from

Government departments, we

have been able to provide

good working conditions for

some 400 staff. This

represents an increase of 158

extra jobs since 1975.

"None of this employment

would be possible without a

strongly based inshore

fishery, and Young's I

believe, have done a great

deal to give the fishermen a

fair and reliable market outlet.

"Over the last five years

the Annan factory has in-

creased purchases", said Mr. Young, "from £500,000 to an anticipated, £3,000,000 in the present year."

Whilst he congratulated the

Government on recent con-

servation agreements reached

in Brussels, Mr. Young put in

a plea for processors: "Can

the Government and the EEC

please recognise that the

processors have to make long

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journeys to get their catch to

market.

<p

6
BOATS working from Peterhead found lucrative and heavy fishing during January.

Landings of white fish are well up on January last year and the value has more than doubled.

Some 59,298 cwt. sold for £897,083 in January last year, but this year the 96,731 cwt. put ashore realised £1,868,480. Despite the big landings fish kept in very keen demand and brought a record average price of £19.38 a cwt. — even higher than the average £18.65 paid in December during the North Sea haddock fishing restrictions.

Many seiners found a terrific run of haddock between 20 and 40 miles from port in January and were able to come in to the market almost every day. Catches were so big that crews had not got the time to gut before they reached port.

Although landings of haddock were about double what they were in January 1976, about half of the fish was offered for sale ungutted. And, although it is rewarding for the boats to have such good fishing at a time of year when they are normally coping with bad weather and a fish shortage, the flood of ungutted haddock (rounders) gave rise for concern.

It is feared that, if the high catch rate continues, the quota of North Sea haddock could be exhausted even earlier than last year.

After meetings in Edinburgh between the industry and the Department of Agriculture and Fisheries for Scotland, the Government was planning to impose a restriction on landing rounders.

Many boats are now limited to only 15 boxes of rounders for each trip, although there are no limitations on gutted haddock. Some fishermen regard this as a savage cut which will reduce their catching capacity, as the crews will need more time to gut.

However Skipper William Buchan, chairman of the Peterhead branch of the Scottish Inshore White Fish Producers' Association, told *Fishing News*: 'By and large the responsible fishermen know that something like this must be

PETERHEAD a monthly report

done to help spin out the quota.

'It will cut down our production, but the bigger prices paid for gutted fish may help to compensate for this.'

Although the white fish boats have made a healthy start to 1977, the herring catchers are not faring so well.

The Minch fishing is said to be even more disastrous than last year and the eight or nine Peterhead herring trawlers are just managing to scrape a living.

They often have a fairly decent night's fishing at the beginning of the week but then catch tail off to nothing.

The biggest landings from a pair of trawlers for one night's work have been in the region of 300 to 400 units, and it has maybe taken four or five hauls to catch this.

By early February the 80 ft. *Faithful II*, fishing under Skipper Walter Milne, had

At the beginning of



Recalling some of the stories which appeared in our columns this week 50 years ago.

FEBRUARY 26, 1927

ICELANDERS stop British trawlers landing after hearing exaggerated stories of 'flu epidemic in England.'

GRIMSBY trawler Joseph Anson sails to Iceland with prototype electric lighting plant on board. The unit, fitted by the Delco Co., runs off paraffin.

SCOTTISH Fishery Board sends engineer to Belfast to inquire about possible development of Ulster fishery harbours.

PIONEER of Plymouth steam fishing industry, James Chant, dies aged 72.

YARMOUTH drifter *Hans II*, the largest eel boat to land at Billingsgate, makes second visit with 28,000lb. of live eels.

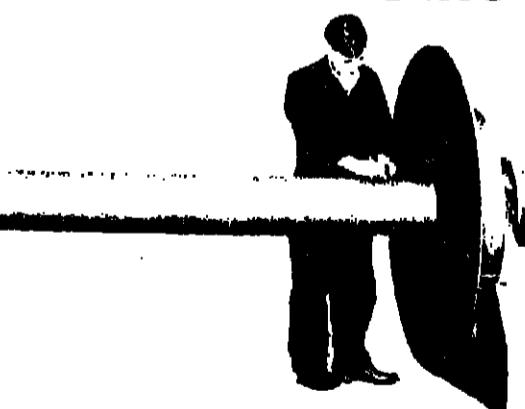
WHILE the Newlyn fishing fleet is confined to

50 years ago

harbour due to bad weather, the crews help build new Methodist church.

10,000 salmon eggs, packed in ice, are shipped from America to Ross-shire, Scotland, to hatch. When hatched they will grow to 30lb. each.

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Skipper James Pirie is fishing off the west coast with the 86ft. *Anteres*. His former command, the 86ft. *Shemere*, has been sold to owners in New Zealand and she left Peterhead early in January.

January about a dozen Peterhead boats joined in the sprat fishing off the Yorkshire coast. Although they made a very encouraging start, the shoals soon became scarce and several boats came back home later in the month.

One skipper told *Fishing News* that his boat caught only 120 tons for a whole week's work. His partner boat had 60 tons.

At the beginning of

The two 86-footers spent two whole days searching without finding a 'mark' and so sailed north to fish for sprats from Fraserburgh.

Two other boats which came home are the 80 ft. *Noronya* and the 75ft. *Atlantic Star*. They have switched to seine netting.

While searching for sprats the boats came across herring off Scarborough. *Noronya* caught 120 units and *Atlantic Star* had 200.

Another partnership of four 86ft. boats — *Unity*, *Starlight*, *Constant Friend* and *Brighter Dawn* — had a haul of about 1,500 units of herring between them.

These four are among the nine or ten Peterhead boats still on sprats. It is expected that they will be coming home to fish for shrimps.

Last year was much better than 1975 for the Peterhead-based white fish fleet.

Provisional figures show that 1,12,674 cwt. of white fish sold for £15,985,686, as against 816,307 cwt. valued at £8,878,192 in 1975.

Left: seen on the Peterhead slipway is the 86ft. purse seiner which was damaged when she fell off the Fraserburgh slipway. She buckled her bilge plating and Wood and Davidson is undertaking repairs.

The 1976 figure is a record for Peterhead and the port is rapidly catching up on Aberdeen where the value of landings was just short of £22m.

In 1975 poor market prices coupled with a savage rise in operating costs caused a number of boats to run at a loss and only a handful of the boats based at the port grossed more than £100,000.

Last year at least half-a-dozen passed the £200,000 mark. These included Scotland's top-earning seiner, the 80ft. *Kestrel*. Fishing under Skipper Ian Sutherland of Hopeman she grossed £261,321 (see page 13).

Three vessels owned in the Peterhead district, *Harvest Hope III*, *Resplendent* and *Favonius* under skipper Peter Stephen, David John Forman and Andrew Buchan also grossed more than £200,000.

An interesting visitor on the Peterhead slipway is the 86ft. purse seiner which was damaged when she fell off the Fraserburgh slipway. She buckled her bilge plating and Wood and Davidson is undertaking repairs.

The poor start is attributed to flood water in the river. Last season Tweed fishermen had their poorest catch in years.

Only a handful of people turned out to watch the traditional blessing of the nets service at Pedwell Fishery, Norham, near Berwick.

There are reports of fish in Berwick Bay and Co.

As yet unnamed, the boats are being built to the order of Skipper Alexander Munson and others and Skipper David Alexander and others all of Peterhead.

They were designed by the Napier Company of Ardross and their steel hulls are built at Greenock, under contract to Smith and Hutton.

Each will be powered by Mirroless Blackstone 750kW engine driving a Llasses or trollable pitch propeller in Kort nozzle. Other equipment will include Brunvoll air thrusters and Kaimo winches.

Work on Skipper Munson's boat is well advanced and completion is expected in month or two.

However, while she was in the slipway in Fraserburgh the cradle collapsed under her and she damaged her bilge plating. Repairs are being carried out in Peterhead by Wood and Davidson Ltd, a member of the John Wilson Group.

The work entails replacing three shell plates at the stern and cleaning and overhauling the underwater fittings.

The transducer for a Weems sonar set is also being replaced. Wood and Davidson Ltd. are carrying out the work under sub-contract to the Forbes yard, Gills, Wilson.

to end the third cod war with Iceland.

He was currently Chairman of the European Council of Ministers under the rotating presidency of EEC countries which involved him in many matters concerning EEC fisheries policies.

Mr. Crosland was often bitterly criticised for his apparent lack of interest in fishing matters, but he always kept himself very well informed and these attacks were usually unjust. His presence, standing and charisma will be sadly missed in Grimsby. He leaves an American-born wife, Susan, and two step-daughters.

Anthony Crosland

BRITAIN'S Foreign Secretary, the Rt. Hon. Mr. Anthony Crosland, Labour MP for Grimsby, died on Sunday at Oxford.

Mr. Crosland suffered a massive stroke on February 13 and his condition had gradually deteriorated.

Mr. Crosland (58) had been MP for Grimsby since 1959 and was a former Oxford Don. He was a formidable thinker and his book, *The Future of Socialism*, written in the early 1950s, is generally acknowledged to have influenced a whole generation of politicians.

He first entered Parliament in 1950 as Labour MP for Gloucester South. In 1965 he was appointed Secretary of State for Education and two years later, President of the Board of Trade. In 1970 he was appointed Secretary of Local Government and continued this work when Labour won the 1974 election and he became Environment Minister.

When Mr. Wilson resigned the premiership, Mr. Callaghan transferred him to the Foreign Office in April last year and, among his early duties, he signed the Oslo agreement.

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OBITUARY



Anthony Crosland

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CAN I POCKET BROWN SHRIMP?

"BROWN shrimps are abundant on some grounds in my area and I would like to know whether it would be possible to catch them by setting a pocket-type stake net which I could clear at low tide."

"If it would be possible to catch them in payable quantities by doing so, where could I get the net made?"

"I should also like to know where I can get information of a scientific nature about the brown shrimp (*Crangon crangon*) — details of breeding habits, growth rates, distribution, food etc."

"I have never heard of anyone setting any type of stake net to catch shrimps. If the method has been tried, the man most likely to know what type of net was used is E. Nicholson whose net-making establishment is at 164 Lancaster Road, Station, PO Box 31, 135 Abbey Road, Aberdeen; Morecambe, Lancashire."

John Burgess' Log



He is expert in making shrimp trawls, stake and baulk nets for catching flatfish. And he would doubtless make you a net if you decided to experiment — or dissuade you from doing so.

Some of the scientific information you want is contained in *Torry Advisory Note No.64 — Handling and Processing Shrimp* which is available free from the *Torry Research Station*, PO Box 31, 135 Abbey Road, Aberdeen; 164 Lancaster Road, Station, PO Box 31, 135 Abbey Road, Aberdeen; Morecambe, Lancashire.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply.

Get a lot from a co-op

"WE INTEND to fit out a boat for prawn trawling off the west coast of Scotland."

"Although our only experience of being members of a co-operative society was not too happy — it was more or less run by three men who saw to it that catches from their own boats were accorded priority all along the line — we think it would probably pay us to join one in the area if allowed to do so."

"We should be grateful therefore for any information you can send us about co-ops which have been formed on the west coast and the benefits which their members enjoy."

Co-operative societies of associations on the west coast include the Carrick Fishermen's Association at Girvan in Ayrshire; Kintyre Fishermen Ltd. at Campbeltown, Argyll; Tarbert-Argyll Fishermen Ltd. with headquarters at

Tarbert; Oban Fishermen's Co-operative Trading Society Ltd., Railway Pier, Oban; and the Mull Fishermen's Society Ltd. at Tobermory, Isle of Mull.

All these co-ops are members of the Scottish Federation of Fishermen's Co-operatives Ltd. and Fishing Co-operatives

Trading (Scotland) Ltd., both of whose headquarters are at 18/19 Claremont Crescent, Edinburgh. Individual members, therefore, enjoy the benefits of membership of national, as well as local organisations.

If you join a co-op which is a member of the federation, you will be able to obtain expert help with the sort of problems you are likely to encounter — how to keep proper accounts for tax purposes, how best to market your catches, how to take advantage of EEC proposals for restructuring the fishing industry, and so on.

You will also be able to take advantage of the bulk buying activities of Fishing Co-operatives Trading (Scotland) Ltd. and obtain fuel, oil, gear, equipment, stores and provisions for less than you would have to pay if you could not buy from your co-op.

Further information on fishing co-operatives can be obtained by writing to the secretary of either the Scottish Federation of Fishermen's Co-operatives Ltd., or Fishing Co-operative Trading (Scotland) Ltd., at 18/19 Claremont Crescent, Edinburgh EH7 4JW. All advice is given free of charge.

Whelk traps

"WE HAVE been catching whelks in our beam trawl on one particular ground here and have been wondering whether it would be possible to do so on a commercial scale."

"Could you let us know whether they are caught in commercial quantities in trawls or dredges; if not, what sort of traps it would be best to use?"

"Can you also let us know whether there are markets for whelks other than local outlets?"

"Although whelks are taken in small beam trawls or dredges in Holland, they do not seem to be found in sufficiently concentrated quantities anywhere around the British coast to make it a payable proposition to catch them in this way. Here, the only way of taking them in commercial quantities is in traps."

The type of trap commonly used is one supposed to have been developed by Sheringham fishermen for catching them in The Wash, where they are more prolific than anywhere else.

Its frame consists of a heavy iron 15in. diameter base, perforated with 1in. diameter holes. It has eight iron bars welded to the edge of it and bent to form a hemisphere above it. A ring of iron rod is welded to the tops of the bars to form an entrance.

One inch circumference tarred sisal or untreated polythene rope is wound around the bars to make an enclosure and a rope strap is fitted to the entrance ring for lifting purposes.

Height of a typical pot is about 10in. and its entrance is 6in. diameter. Inside the entrance is fitted a sleeve of netting 3in. deep to prevent

whelks escaping. Across the middle of the inside of the pot, which weighs about 40 lb., bait strings are fitted.

Bait used by professional fishers to capture whelks on grounds between Grimsby, South Humber-side, and Hythe, Kent, includes salad red heads, herring, stink, dogfish, shark and crushed mussels.

Shore crabs are also used sometimes on their own and sometimes mixed in the bait strings with salt fish. Off the Suffolk coast whelks seem to be particularly partial to shore crabs.

To generalise for a moment, whelks are to be found on grounds in estuaries and the open sea all round the coast of Britain but in commercial quantities mainly on the east and south coasts.

They may be found on any type of bottom, but generally inhabit that composed of a mixture of mud, sand and shells.

Those taken at sea are usually large and white-fleshed; those taken in estuaries may be small and dark-fleshed. The first, therefore, fetch a better price.

In addition to markets for whelks are to be found in holiday resorts during the summer, there are markets for uncooked whelks among longline fishermen during the winter. Being firm-fleshed, they stay well on hooks in addition to being attractive to most species likely to be taken on lines.

Whelks can also be sold for processing and freezing by a firm, which has a factory at Norfolk, shells and meat frozen up to five tons of whelk meat every week during the summer and autumn, as well as during the winter.

Thor was being worked as an inshore vessel by Mr. Maltby and his one-man crew when the incident happened.

Originally there were plans to refloat *Thor*, once the propeller was freed, but other problems arose to delay this operation.

February 25, 1977

FISHING NEWS

Ireland will grab 50-mile limit

SAYS FISHERIES MINISTER

IRISH FISHERIES Minister Paddy Donegan has been defending his country's move to ban large trawlers from within 50-miles of the coast. And he revealed that the Irish Government could shortly be taking steps to introduce a 50-mile exclusive limit.

Mr. Donegan rejected charges from other EEC

countries that Ireland is being

nationalistic and acting

against the spirit of the Com-

munity.

Fishing representatives in Ireland gave a cautious welcome to the Minister's declaration.

Irish Fishermen's Organisa-

tion chairman, Joey Murin, said

that the Minister had not

made it exactly clear what he

intends to do. "But we accept

it is suggesting that if the EEC does not give us our

limit we will declare it."

Mr. Murin said that the implementation of the new restrictions was entirely in the hands of the Government. And he revealed that the IFO will be meeting Oliver Flanagan, Minister of Defence, within the next week to put forward a plan for protecting the 50-mile limit from the trawlers banned under the unilateral declaration.

The Minister said that Britain is now assisting in monitoring the movements of foreign trawlers. Information from British Naval vessels and Nimrod aircraft is being relayed through the Department of Foreign Affairs to Irish fishery protection vessels.

Just 24 hours after enrag-

ing some Community members with the new restrictions, Mr. Donegan and General Workers' Union

END IN SIGHT FOR COBLES?

UNLESS there is a change in the law the centuries-old Yorkshire coast coble fishing industry is finished. This is the grave warning given by fisherman who operate at Scarborough, Filey, Bridlington, Staithes and Whitby in the traditional Yorkshire coble, one of the smallest types of fishing boats.

Ben Colling, chairman of the Scarborough Coblemen's Association, said they wanted a change in laws which at present permitted trawlers to fish within three miles of the coast.

Some Scottish trawlers fishing for sprats have used nets so fine that it is impossible to get a nail through the mesh. "They should be at least 3in. wide holes," he said. The crisis has reached a head during recent weeks because of the sudden demand for sprats which have been caught in hundreds of tons off the Yorkshire coast for fish meal and oil.

"After the success this winter the Scottish boats will be back in even greater numbers next year unless we take steps now," said Mr. Colling. "If the trend continues, the coble fishing industry could be finished in two to three years".

Many livelihoods depend on the coble fishing industry, he added — at least 30 men at Scarborough and even more at Filey and Whitby. The cobles cannot go further out than three miles in winter — and it is within this zone that the trawlers are scooping up everything on the seabed.

Stuart Ogden, the association secretary, said: "If there is not a ban on all trawling within the three-mile limit, to conserve what small area the coble boats can work in, then the days of the coblemen are over".

MYSTERY SINKING



The Guernsey potter *Seacroft* which mysteriously sank.

standards and part of the finance came from the Guernsey Sea Fisheries Committee's fisherman's loan fund of St Peter Port.

Owner John Carre and his two crew just had time to scramble into a liferaft from which they were rescued by another fishing boat.

An investigation, independent to that of the insurers, was requested by the States Sea Fisheries Committee, which hopes to establish the cause of the sinking as there are other craft of her type in use off the south coast of England.

Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



'AMA ANTIXINE' built in Spain for Spanish owners. ESL8 engine having an output of 1000 bhp at 900 rpm.



'BOSTON STIRLING' built at Goole for Boston Deep Sea Fisheries. ESL16 twin bank engine developing 1440 bhp at 750 rpm.



'DANE' factory stern trawler built by Brooke Marine for B.U.T. KMR7 Major engine rated 3246 bhp at 826 rpm.



'VIGRI'. Built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 450 rpm.

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THE MONEY SPINNERS: TOP SHIPS OF '76

Hull's 'C. S. Forester' beats the lot

NEWINGTON has done it again! Not only did this Hull trawler owning firm provide the two top ships in the port, but it also ran away with the national title.

The only change from 1975 was that *C. S. Forester* took over from *Hammond Innes*. With £892,822, the stern trawler *C. S. Forester* pushed the British record to new heights. Built eight years ago at Beverley, her landings for the year totalled 29,526 kits (10st).

Not to be outdone *Hammond Innes*, in second place with £814,284, had the best daily average in the deepsea fleet.

As champion trawler at Hull in 1975 *Hammond Innes* made £539,289 under skipper Dick Taylor. His championship form continued when he switched over to *C. S. Forester* for 9 of her 14 trips last year. Relief skippers on *C. S. Forester* last

year were Jack Atkinson three times, and David Taylor who deputised twice.

In 1976 *C. S. Forester* spent 320 days at sea, sailing seven times to the White Sea and Bear Island, three times to the Norwegian coast and twice to the Icelandic coast. There were also two Westerly trips but these were disappointing: one voyage made £11,677 and the other £20,739.

The year opened and

finished on much brighter notes, however. All of the first five trips produced between £48,467 and £63,139 apiece and the last five ranged from £65,240 to £72,880.

This was the second time

C. S. Forester has topped the country's catches and earnings. The last occasion was in 1972 with Bill Brettell as regular skipper. Then, *C. S. Forester* grossed £284,428 for

14 trips.

In second place last year,

skipper Bill Brettell made

£614,264 for 28,526 kits in

264-days sea time with *Hammond Innes*. But it was daily average earnings of £2,327 that put the big stern trawler

in a class of her own.

The vessel had other

notable successes, as well as

frustrations, in a most eventful 1976.

Bill Brettell got *Hammond Innes* off to a great start to the year when on January 6, a £72,092 landing fell only

£1,124 below the national

record which the same ship

had set up on February 5, 1974.

That record remained with

Hammond Innes until September 1976 when the Grimsby side-winder *Ross Revenge* (skipper Johnny Meadows) broke it with a £75,597 turnover.

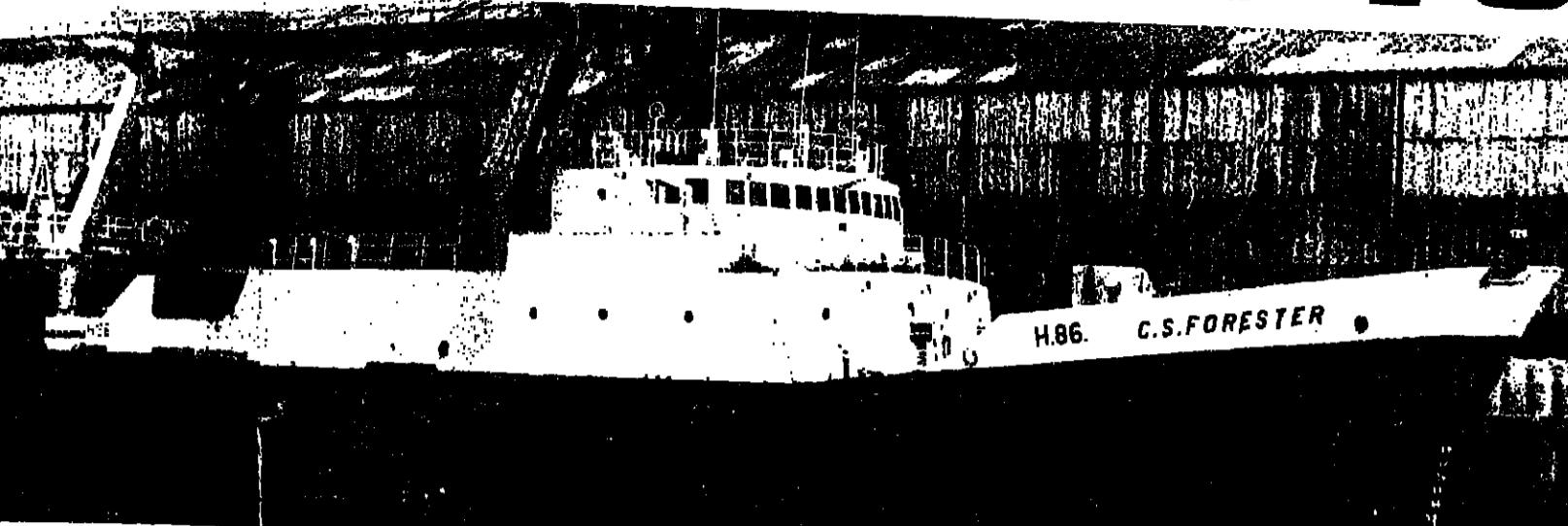
Bill Brettell fell only £615 short of regaining this record at the end of the same month and, then, *Hammond Innes* had to spend October in dry dock for repairs.

Immediately after this loss of valuable fishing time Bill Brettell put in a 28-day trip to Spitzbergen, which began on November 2, with some dramatic results.

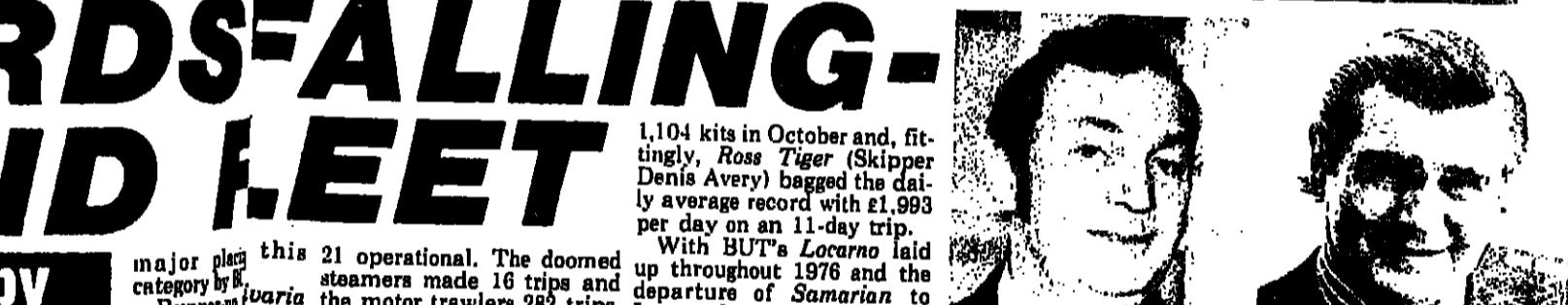
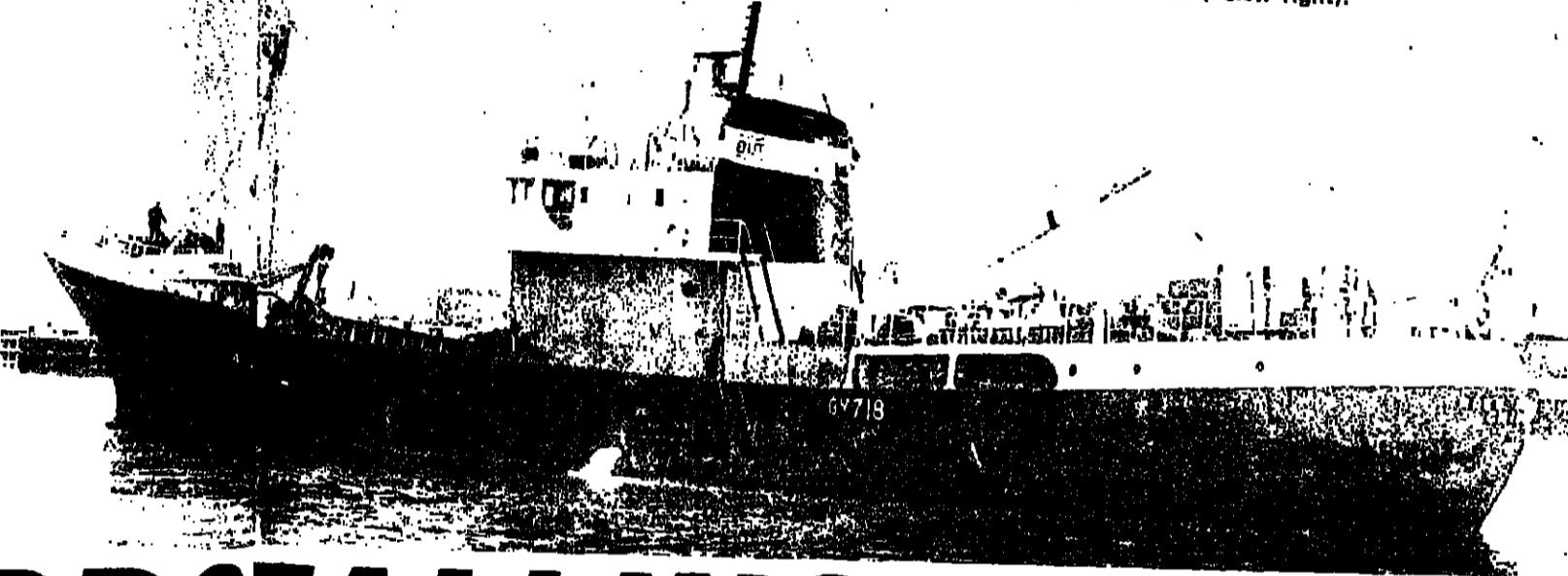
On the following day the 195ft. Icelandic trawler *Ogri* broke the British port grossing record at Grimsby by making £78,807 for 2,672 kits, but on November 28 *Hammond Innes* topped this at Hull with receipts of £89,875 for 2,821 kits. This new record lasted for only 90 minutes. *Ogri*, back the same day, made £95,540 for 2,672 kits at Grimsby.

Although there were no further landings in 1976 by *Hammond Innes* this vessel, had a grossing of £89,733 for 2,626 kits on January 4 this year after 20 days at sea under Eddie Woolridge.

That record remained with



C. S. *Forester* (above) is the UK's top white fish stern trawler last year with earnings of £892,822. Runner-up was *Ross Revenge* (below) of Grimsby on £825,729 and the commanding side trawler. Their skippers are Dick Taylor (below left) and Johnny Meadows (below right).



SHIELD TOP TWENTY

THE all-conquering *C. S. Forester* had moved almost 1,000 points ahead of her nearest rival, *Hammond Innes*, by the end of last year to grab the Hull Distant Water Challenge Shield. The table gives the shield top 20, with the ships' finishing positions for 1975 in brackets.

	Kits landed	Points
1 (6) <i>C. S. Forester</i> (Newington)	27,600.8	48,346.0
2 (1) <i>Hammond Innes</i> (Newington)	27,950.5	47,361.2
3 (7) <i>Arctic Cavalier</i> (Boyd)	27,012.4	41,729.7
4 (4) <i>Somerset Maugham</i> (Newington)	26,709.4	41,300.0
5 (3) <i>Ross Canaveral</i> (BUT)	23,674.3	39,857.2
6 (17) <i>Ross Sirius</i> (BUT)	21,732.9	39,832.2
7 (16) <i>Ross Altair</i> (BUT)	21,301.3	39,727.0
8 (2) <i>Ross Orion</i> (BUT)	22,326.4	38,104.2
9 (16) <i>St. Dominic</i> (Hamling)	23,604.0	37,470.7
10 (35) <i>Kingston Pearl</i> (BUT)	20,259.2	36,492.2
11 (31) <i>Benedict</i> (Marr)	20,818.5	36,249.2
12 (5) <i>Lord St. Vincent</i> (BUT)	21,320.9	36,182.2
13 (13) <i>Loch Erroll</i> (BUT)	19,918.5	35,287.4
14 (11) <i>Ross Jagalac</i> (BUT)	20,083.0	35,022.7
15 (17) <i>Ross Lanna</i> (BUT)	20,397.0	34,490.1
16 (8) <i>Arctic Vandal</i> (Boyd)	19,423.4	34,421.7
17 (25) <i>Ross Resolution</i> (BUT)	18,567.5	33,933.3
18 (8) <i>St. Gerontius</i> (Hamling)	19,716.7	33,446.2
19 (26) <i>Kingston Amber</i> (BUT)	21,040.1	32,603.3
20 (9) <i>Westella</i> (Marr)	19,984.3	31,284.3

Points for the Hull shield wet-fishing competition are calculated on a trawler's catch, grossing, speed and fishing time. The top three trawlers all caught over 27,000 kits and Newington Trawlers captured three of the top four positions.

Above: *Yesso*'s £303,139 beat even the stern trawler *Boston Halifax* to top Grimsby's 120-130 ft. class. Below: Hull's *Hammond Innes* held the wet fish grossing record for most of last year.

The last of Grimsby's steamers sailed to the breakers, while several motor trawlers were laid up for differing spells.

Early losses in most categories were only offset by steep rises in fish prices later in the year, although distant water ships forced on to the middle water grounds by the Oslo agreement in May found the going very tough.

After almost 100 years in the business Sir Thomas Robinson & Son (Grimsby) Ltd. finally gave up the struggle of ownership. And on the eve of the withdrawal from Iceland, skippers and owners were up in arms as fish-hungry merchants paid an all-time UK grossing record of £98,540 for 2,672 kits to the Icelandic stern fisher *Ogri*.

With almost universal 200-mile limits from January 1 this year, 1976 wound up with a monumental unanswered question hanging over Grimsby's decimated fleet: are there sufficient grounds available in 1977 to keep the remaining vessels fully

RECORDS-FALLING-AND FEET

Grimsby

ALMOST every record in the book was broken by Grimsby wet fish trawlers during 1976. On the face of it the port had one of its most successful years.

Yet, underlying this affluence, were many disturbing facts. The number of wet fish trawlers fell again to a new low of 62 operational vessels by the year's end and, as a result, landings were also down.

The last of Grimsby's steamers sailed to the breakers, while several motor trawlers were laid up for differing spells.

A comparison with her winning figures for 1975 — 14,60,203 from 30,351 kits — clearly emphasises how prices rose while catches fell, however this must not detract from the credit due to Skipper Johnny Meadows who only missed two trips.

Highlight of the year for *Ross Revenge* and Skipper Meadows was a new Grimsby record grossing of £75,597 from 3,179 kits (also top landing of the year) in late August. It also brought the UK grossing record back to Grimsby for a three-month spell until *Hammond Innes* grabbed it back for Hull in late November. *Ross Revenge* held on to her national daily average title of £3,600, however.

Only the presence of *Balgau* (£494,970) top Boston Group trawler in fourth position overall prevented a monopoly of the

1,104 kits in October and, fittingly, *Ross Tiger* (skipper Denis Avery) made the daily average record with £1,993 per day on an 11-day trip.

With BUT's *Locarno* laid

up throughout 1976 and the departure of *Samarian* to Lowestoft, vessels operational at the end of the year fell to 28. Some 411 trips were made.

Category 3 (120-130 ft.) results were exactly the same as in 1975. Even Grimsby's solitary stern fisher, *Boston Halifax*, which fished almost entirely distant waters, was outgrossed by the H. L. Taylor Ltd. trio of middle water side-winders *Yesso* (£903,139 from 15,818 kits), *Osaka* (228,641) and *Onago* (1,911).

However, *Boston Halifax* did emerge as the best average tripper in this category with £16,723 from 14 trips.

Yet again Taylor's 117-footers triumphed in category 1 (110-120 ft.). This time the permutation was *Erimo* (£258,548 from 12,206 kits), *Okino* (£245,750) and *Hondo* (£258,548). Seven vessels landed (one of the few vessels to actually show an increase in her catch over 1976) and she was followed home by *Ross Zebra* (£343,007) and *Ross Jackal* (£316,897), while *Ross Jaguar* came out on top on trip averages with a figure of £18,017 from only 15 trips.

The pair of 117-foot steamers, *Erimo* and *Okino*, last steamed in 1976, while *Hondo* was laid up by Lindsey Trawlers Ltd. in the spring.

However, they resisted overtures to sell and got them back to work to complete 38 trips during the year. *Loueden* (£127,699 from 9,229 kits) was top.

Skipper Ian Sutherland's *Campbeltown 80 Kestrel* was the top Scottish seine-net boat during 1976. Now he has ordered an 85-footer — from Campbeltown, of course.

Top skipper for the year was David Smith, who achieved record gross earnings with his *Campbeltown 80 Argonaut IV* during the latter part of the season.

And the current seine-net record holder, with the best catch for a single trip, is Skipper William Campbell's *Campbeltown 85 Ajax*.



Kestrel — top seine-net boat for 1976

CAMPBELTOWN SHIPYARD LTD.
Trench Point, Campbeltown, Argyll. Telephone: 0586 2881/2



Margrethe Bojen — she had a combined grossing of £484,245 with her team-mates Frances Bojen.

Pair team near £1/2m

Jerry Lee) actually wrested this record for a month in the summer. They earned £3,060 combined (£1,630 per vessel).

Another record which went slightly awry came in May when the steel-hulled *Shawnee* (skipper Derek Brown) and *Mohave* (skipper Colin Spall) bagged £29,896 to spoil the run of port grossing vessels. But in July it was no team could touch *Jens Bojen* and John Richardson.

Margrethe Bojen and *Frances Bojen* are both agented by John R. (Fish Salesmen) Ltd. and the agency made a clean sweep of the top three placings.

It was also agents the runners-up *Golden Venturer* (skipper Peter Pulfrey) and *Skandberg* (skipper Phil Scott) on £253,732 from another incomplete year together, while *Auna Michelle* (skipper Michael Josefson) and *Sonia Jane* (skipper David Bewley) narrowly came out third-best with £263,616. Eleven recognised teams began 1976 and, by the close, there were 16.

Tom Sleight (F.S.) Ltd. yet again provided the top anchor-seiner: this time it was *Edie* which was in her first full year at the Humber port. Her £87,157 gross came from 15 trips.

Again it was another personal triumph for Skipper Leif Gravesen who was well

Turn to page twelve

11

THE MONEY SPINNERS

Pair team

From page eleven

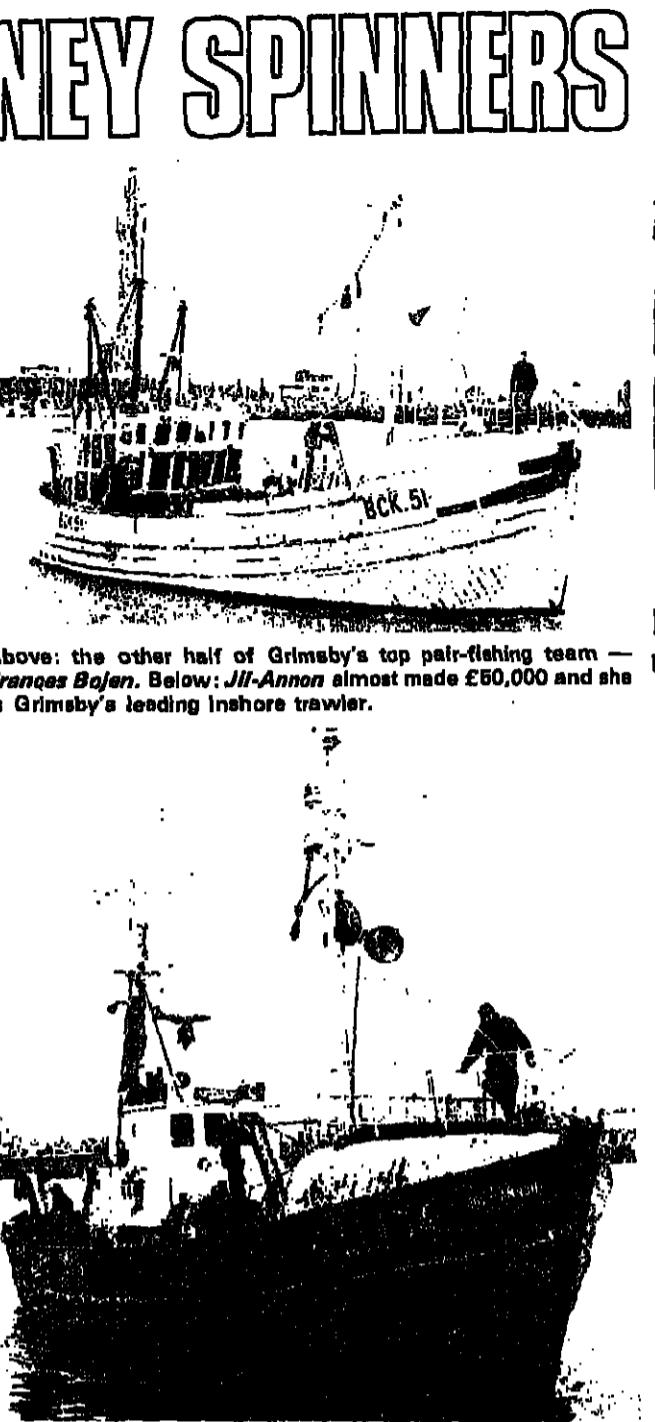
clear of another Sleight-agented seiner, *Sanrene* (Skipper 'Sandy' Sander-son) on £70,873. The Sam Chapman & Sons Ltd. agency picked up third place with *Rasmine* (Skipper Villy Thomsen) on £67,926 from 12 landings at Grimsby.

The list takes on a slightly different order when trips made either abroad, or landed at other UK ports, are added on. *Edlef* retains her number one spot, but the Allard, Hewson & Co. Ltd. seiner *Gladness* (Skipper Jorgen Olesen) is runner-up on £52,181 from 16 trips, with *Rasmine* still in third place, but with £78,471 from 14 trips.

Again, after a three-year gap, the port seiner grossing record (already broken in 1977) fell five times and at the end of 1976 was held by Allard, Hewson's *Veralla* (Skipper 'Bobb' Olesen) with an August grossing of £10,802.

There were five additions to the fleet, while *Bekima* was lost and three other vessels were sold outside seining. During the summer some 105 seiners were being operated out of Grimsby.

Top inshore trawler was Richardson's *Jill-Annon* (Skipper Jackie Zeebrook, junior) on £48,274. The inshore gill-netter *Wardley* (Skipper Eric Losse), in her first year of operation, chalked up £85,797 through the Consolidated Fisheries (Seiners) Ltd. agency.



Above: the other half of Grimsby's top pair-fishing team — *Frances Bojen*. Below: *Jill-Annon* almost made £50,000 and she is Grimsby's leading inshore trawler.

JACINTA AGAIN AT FLEETWOOD

FLEETWOOD'S port grossing record was smashed last year thanks to higher fish prices and the efficiency of the port's *Gavina*-type stern trawlers operated by J. Marr and Son Ltd.

It was again a bigger version of the class which gained the accolade of top ship, *Jacinta*, in which 1975 set up a new port record with earnings of £303,814, while *Robert Hewett* (Skipper Dennis McLoughlin) made £272,609.

The stern trawlers stole the limelight in the middle-water section. Top vessel was *Norina* (Skipper Frank Wilson) which earned £319,125 from 17 trips. The vessel also did an occasional distant-water side trawler standards.

Three skippers shared the command. Skipper Bill Taylor began the year but he then handed over to Skipper Bernard Birley, who was followed by Skipper Gordon Wignall. All three are long-time Marr skippers.

There was the usual battle between *Jacinta* and her sister-ship *Fydea* for the top position, but it was not to be *Fydea's* year. She spent Christmas and New Year at sea and so began 1977 with a head start, but she had to be satisfied with a total grossing of £223,398.

The commander for most of the year was Skipper Victor Buschini, a previous top skipper at the port.

These vessels did not outshine the smaller ships in the class. Top in this section was *Irvana*. She began the year under Skipper Wignall and was then taken over by Skipper Tom Watson. She made £450,286 from 15 voyages.

Her sister-ship *Luneda*, commanded by Skipper Bill Reader, was not far behind.

She had a year's earnings of £448,622 thanks to consistent, rather than dramatic, fishing.

Completing the top section is *Gavina*, which, under Skipper Charlie Scott, completed 14 trips to earn £436,662.

There was also success for the Boston Deep Sea

Fisheries stern fishers working from the port. *Boston Beverley* finished the year with earnings of £411,672, while her sister-ship, *Boston Blenheim*, had a total of £364,622. The former's grossing came from 16 trips, while *Blenheim* made only 11 trips. Both trawlers were mainly commanded by two skippers, Bob Rawcliffe and Hugh McMillan.

Among the port's side trawlers *Boston Explorer* — bought from Aberdeen as *Aberdeen Explorer* several years ago — had an excellent

She made £232,603 from 17 trips.

In the 100-110 ft. section it was again *David Wilson* — now sold to Canada — which came out on top. Skipper John Banks, one of the port's most experienced and successful home water fishermen, was his usual consistent self and the vessel had a total grossing of £176,805.

He did not, however, have it all his own way in the section. The 109 ft. *London Town*, commanded during the year by skippers Jack Kelly and Peter Weirman, came close to *David Wilson* with earnings of £173,936.

London Town's sister-ship, *Royalist*, came next with a total of £147,940, while *Andrew Wilson* again showed that quality can make up for quantity by grossing £131,967 from 21 trips — the lowest total of voyages in this section.

How difficult things are for near water trawlers is reflected in the fact that their earnings did not keep up with inflation. Fishing was extremely slack on the near water grounds. But the south Scottish grounds provided the stern trawler *Resound* with a total of £113,330, while the side-fishing pocket trawler *Replenish* managed to earn £103,858.

There was also a good year's work for *Resounding* on £88,227 from 21 trips, while the smaller *Resilience* clocked up £76,46 from 24 trips.

Top GY freezer



AT GRIMSBY the eight-strong British United Trawlers' fleet of freezers had a year of mixed fortunes. Apart from the difficulties of no-go zones and quotas, the company had a wracked run of mechanical set-backs which meant the fleet was seldom at full strength. *Goth*, however, bettered 800 tonnes on some trips and was the top ship. She put ashore 2,668 tonnes in 1976. She was followed by *Conqueror* (2,283 tonnes from five trips), *Defender* (2,084 from four trips), and *Rosa Vanguard* (£1,988 from nine trips). The latest table for the Dolphin, Bowl, Freezer, Trawlers — up to October '76 — has *Boyd Line's* Arctic *Galliard* (Skipper Terry Thrash) in the lead for the fifth month running, with *Norse* (Skipper Roy Waller), the 1975 winner, in second and narrowing the points gap. *Mars*, *Juniper*, and *Parrot* are in third and fourth.

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£261,321 year for seiner

SCOTTISH seine at Aberdeen and sold by Associated Fisheries (Scotland) Ltd.

The result from the second vessel is quite remarkable considering she only began fishing in 1976.

Skipper Sutherland and his partners have recently ordered an 85 ft. steel seiner *Argonaut IV* from Campbeltown Shipyard and delivery is scheduled for early next year.

The highest-earning seiner in the Peterhead fleet, and second overall in Scotland, is the 88ft. *Harvest Hope III* under Skipper Willie Campbell of Elgin and renamed her *Harvest Hope*.

In 1975 she took delivery of *Harvest Hope III* from the Aberdeen yard of John Lewis and Sons Ltd. She is powered by a Mirlees Blackstone engine of 637 hp and her equipment includes Jenaen winch, Lossie Hydraulics rope reels and power block, plus an Atlas echo sounder.

Skipper Stephen, who com-

es from the small village of Boddam near Peterhead, has also done well while seineing.

Originally he owned a 40 ft. vessel named *Harvest Hope*, and in the early 1970s bought the 78 ft. wooden-hulled *Ajax* from Skipper Willie Campbell of Elgin and renamed her *Harvest Hope*.

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Her earnings for 1976 totalled £231,077 and this was a particularly good result as she was laid up for about six weeks in the summer.

Built at the Peterhead yard of Richard Irvin and Sons Ltd., the wooden-hulled *Forthright* is powered by a Caterpillar engine and has a Northern Tool and Gear winch, Rapp power block, plus an Atlas echo sounder.

Agent for *Harvest Hope III* is the Don Fishing Co. of Peterhead.

Available figures show that third in the Scottish seine net league is the 78ft. Anstruther boat *Forthright*, fishing under Skipper George Hodges.

Among many outstanding performances in the seiner fleet was that put up by Skipper David John Forman of Peterhead with the 82ft. wooden-hulled *Resplendent*. She finished the year with £227,070.

Another remarkable figure is the £225,000 earned by the Wick seiner *Boy Andrew I* which is only 71ft. long.

Fishing under Skipper Norrie Bremner, she landed the bulk of her catches in Peterhead. The wooden-hulled boat was built by

George Thomson and Son of Buckie in 1973 and has a Caterpillar engine.

Between the two boats he made a total grossing of £278,481.

Skipper Smith earned £92,716 with *Argonaut III* and £185,764 with *Argonaut IV*. His catches were landed

Below left: *Kestrel* — Scotland's top-earning seine netter in December she landed some excellent catches of cod.

Built in Campbeltown Shipyard in 1974, *Kestrel* is

the Don Fishing Co. of Peterhead.

Below right: *Harvest Hope III* is

the Don Fishing Co. of Peterhead.

Below left: *Kestrel* —

Scotland's top-earning seine

netter — passed the £200,000

mark by early October. Below

right: *Harvest Hope III* is

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THE MONEY SPINNERS



Grimmab — Aberdeen's top ship of 1976. During the year she spent 282 days at sea, gross £410,101.

'NO PROFIT' £410,101 FOR 'MONARCH'

Aberdeen

HIGHER quayside prices put trawler earnings at Aberdeen well up on the previous year. The top trawler ended the year on just over £400,000, a

winches and Kelvin Hughes echo sounders.

She has a registered length of under 140 ft., and so takes the highest earning place in the 120 to 140 ft. class of vessel in addition to being top room.

But Skipper Bob Palmer and mate, Albert Coe, were forced to leave the trawler in dock for more than a month while she was being repaired after water flooded the engine room.

Ben Strome, a smaller side trawler, came very close to taking the top-of-the-table position by grossing £299,289 from 990,268 kilos.

Strome was skippered throughout the year by Ernie Longhorn and Mr. Dobie described it as "more successful" than *Ben Edra* considering her smaller size and power.

Despite this improvement, ever escalating operating costs have meant that even the highest-earning vessels in the Aberdeen fleet may have only just stayed in the black.

Top earning trawler at Aberdeen in 1976 was the stern trawler *Grimmab*.

Owned by George Craig and Sons Ltd. and fishing for most of the year under Skipper Bob Catto, she spent 292 days at sea and realised £410,101 for 26,448 cwt. of fish.

Good results were also achieved by Aberdeen's fleet of 86 ft. pocket trawlers which fish mainly off the Scottish west coast. Top in this class was *Strathclyde* fishing under Skipper Alex Simpson.

She spent 252 days at sea and grossed £220,333. *Strathclyde* is managed by Brucewood (Aberdeen) Ltd. and was built at the John Lewis yard in 1973 for Skipper Alex Simpson and others.

However, the highest earning boat in the 86 ft. class is the Richard Irvin stern trawler *Ben Lui* with a gross of £345,000. In 1976 she took top place overall with £270,401.

Lender in the 100 to 120 ft.

class, and fourth overall, was the stern trawler *Glen Urquhart* operated by J. Marr (Aberdeen) Ltd. Working under Skipper Sandy Brown,

Owned by Skipper W. J. Wilson of Portnockie and managed by Thomas D. Marr, she is understood to gross about £225,000.

Third overall — and second in the over 140 ft. class — is the Richard Irvin stern trawler *Ben Lui* with a gross of £345,000. In 1976 she took top place overall with £270,401.

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However, the highest earning boat in the 86

'Old-timer' is top at Lowestoft

TOP trawler at Lowestoft last week was the Colne Group's *St. Georges*, under skipper R. Jonas, which grossed £12,800 on Friday.

The 343-ton *St. Georges*, built in 1946 for Marr as *Queen*, landing on the Thursday, was in fourth place, with 546 kits after 11 days, returning after 12 days with 537 kits, the catch selling for £12,349.

In fifth place came *Barnby Queen*'s sister-ship — *Bolby Queen* (Skipper P. Thomas) — which made £12,210 from a 643-kit catch after 12 days at sea.

In sixth place *Small & Co.'s Suffolk Venturer* (Skipper H. Baxter) made £12,112 from a 529-kit catch after 12 days. It is unusual that only £688 separates the first and sixth

landings.

Colne's stern trawler *St. Phillip* (Skipper T. Martin) was third making £12,776

from a 551-kit catch after a trip of 14 days.

Other good landings during the week included *St. Nicola* with 434 kits, *Boston Coronet* 460, the small stern trawler *Boston Sea King* 423, *Boston Lightning* (Colne Group) 518 and *Farnham Queen* 468.

Idena grossed £27,065 for 1,100 kits at Fleetwood to set up a new middle-water record.

Port best for 'Idena'

FLEETWOOD'S middle-water grossing record was broken in style last week when Skipper Tom Christy brought the stern trawler *Idena* back to port with 1,100 kits.

The catch sold for £27,065 which eclipsed the previous middle-water high of £21,002 made by the stern trawler *Boston Stirling* last year.

Idena landed during a week when there were no distant-water grounds successfully, although distant-water areas must still provide their share of landings.

Included in the 1,100 kits

were 170 of cod, 300 of haddock, 260 of coley and 240 of dogs. All were high quality and this was reflected in the demand.

Skipper Christy, who is one of the port's most experienced middle-water fishermen, showed fully that British vessels can still be capable of working the middle-water grounds.

Idena had been enjoying an excellent run under Skipper Bill Ansell.

Although the vessel did not hit the fish to the same extent as in recent trips, she was able to come back to port with a total of 1,166 kits — 30 of cod, 20 of haddock, 60 of coley and 10 of roker — selling £3,751.

Gales

In the 100 to 110 ft. sea landings reflected the frequent gales which hit trips to Scotland. Top vessel was *Resilience* (Skipper Jim Pickers) which made 516 from 241 kits, including 65 of cod, 15 of plaice, 95 of haddock and 25 of roker, for a grossing of £7,020.

On the same day the little stern trawler *Marie-José* landed 71 kits, including more than 20 of sole, grossing £3,172.

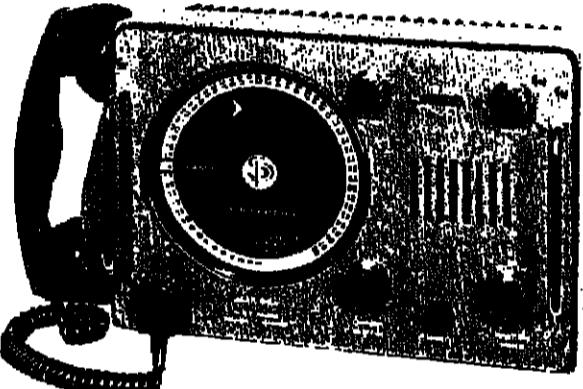
In a Parliamentary written reply on Monday last week, Stanley Clinton Davis, Under-Secretary for Trade, set out the findings of the inquiry into the loss of *Wyre Victory* and commented: "It was largely fortuitous that the casualty did not result in loss of life."

He said that the incident once more focussed attention on the dangers of heavy drinking on board fishing vessels, which for long had been an acute problem. The court's recommendations on the problem could not be too strongly emphasised.

"There can be no doubt that where large quantities of alcoholic drink are taken on board illicitly and are freely available to the crew, this can constitute a serious and self-imposed threat to the safety of the vessel and life at sea."

The report draws particular attention to the heavy responsibility which rests upon owners and unions alike to co-operate in a determined effort to stamp out unauthorised drinking at sea."

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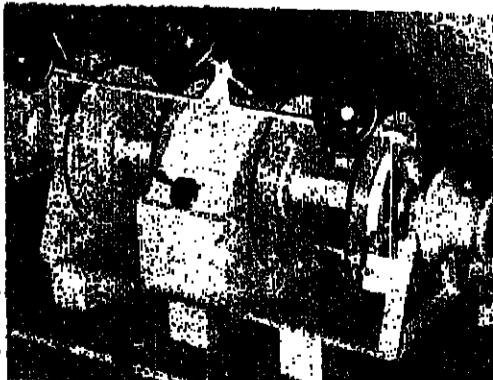
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Billingsgate

FROM TIME to time injuries occur in Billingsgate, as in other industrial environments. Many are avoidable if only exercised a little more care.

Take the recent case of Freddie Wiseman, who put his feet in an uncut nylon band that someone had carelessly stripped off a carton. He tripped and finished up with a broken shoulder, perhaps the worst result of a thoughtless practice that has enlivened numerous victims.

No doubt a contributory cause was the prevalence of knife handy for cutting bands. They are too frequently 'borrowed' to fillet someone's 'bit of fish'.

Another preventable cause of nasty accidents is the practice of loading barrows with overhanging boxes. This results in trapped hands, or people caught behind the knees and sprawling on the cold wet floor.

Billingsgate is lucky, however, for help with these injuries and the many other strains and pulled muscles is close at hand. There is always the Mission and Sister Eleanor (Mrs. Trevor Salter). She was at sea for only eight days before returning with 93 kits which

had been made up for the bad weather and slack fishing which kept catches down.

Top ship of the week was *Rosevear* (Skipper Alex Simpson) which landed 126 kits for a grossing of £5,181.

On the same day the pocket trawler *Westerdale* (Skipper Frank Reynolds) made £2,014 from 49 kits. Between them the vessels landed a total of 35 cod, 20 of whiting, 75 of roker, and 10 of turbot and brill.

Later in the week *Georgina Wilson* (Skipper Tom Smith) made £4,533 from 123 kits. There are the heat treatment lamps that ease the pain and the many other strains and pulled muscles is close at hand. There is always the Mission and Sister Eleanor (Mrs. Trevor Salter). She was at sea for only eight days before returning with 93 kits which

had been made up for the bad weather and slack fishing which kept catches down.

Her room, whose cleanliness and neatness contrasted vividly with the market it overlooks, is hung with oils painted by seafarers, porters and Sister Davey herself.

There are the heat treatment lamps that ease the

muscle and dressing to cover the gashed finger, all in that faintly antiseptic smell which is a trademark in itself.

And when one sees the tender care with which she tends and a 'pusher-up', one of life's safest, filthiest, and most neglectful, are treated, one is reminded that the full fill of the

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34ft. x 8ft. 6in. x 3ft., carvel fishing vessel. "Northstar". Laid, fitted with new Peter diesel engine 45hp 2:1 reduction fitted 1978. 380 hrs. running, used for angling only, genuine reason for selling. £4,000. Telephone: Padstow 418.

28ft. 6in. x 10ft. x 3ft. 3in., forward dredger, 55hp Ford D, 12hr. Timer-cockpit, 10ft. 6in. echo sounder, hydraulic winch, Johnson wash and bilge pump, large mizzen and holes, £4,000 ono. 24ft. x 8ft. x 3ft. 6in. forward dredger, SRW twin Lister air cooled, wing engine 8/10hp Brit £2,000 ono. Both boats open to any survey. Twin air coupled Lister gearbox direct drive 2240. 10ft. 6in. echo sounder, cockpit, 10ft. x 3ft. 2:1 reduction. £130. C. Mathews, 2 Elderfield Close, Tiverton, Devon. Tel: 0383 28000.

54ft. 6in. trawler, built France 1958, 240hp Baudouin, extensive overhaul France 1975, radar, radio VHF, sounder, liferail, all boat's property. Telephone: 0481 04520.

M.B. "FRANCHISE" (A.87)

Built Gerrard Bros. Arbroath 1969.

Overall length 50ft., breadth 18ft., depth 7ft. 6in., tonnage 24.8, transom stern, engine Caterpillar 200hp 4.5:1 reduction.

Sine and trawl hydraulic winch, 19in. Rapp power block, Tandem hand hydraulic steering.

Boat's property: Simrad echo sounder, R/T, Kelvin Hughes VHF, Decca radar.

On hire: Decca Navigator Mk12.

Quantity of gear to be sold with vessel.

Vessel is well maintained and is presently fishing from Aberdeen.

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SALE OF 48ft. FISHING TRAWLER
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MITCHELL & NICHOLLS
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PUBLIC AUCTION 48ft. WOODEN HULL FISHING

TRAWLER (Known as "L'Angel Gardien") with gear and
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Any person having any claim on
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5 High Cross Street, St. Austell

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Colnagrove Street, Helston
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FOR SALE 78ft. coaster MFV, gross
tonnage 78.15, built 1937 riveted
wrinkled iron, engine single screw
Bentley four stroke, 150bhp, 28BHP.
General inventory: large hold for
cargo carrying, half ton lifting gear
and derrick winch, at present lying
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this ship, either as working/storage vessel
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(Marine) Ltd., 23 North Street, Hart-
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this ship, either as working/storage vessel
or for antique interest. Mobil
(Marine) Ltd., 23 North Street, Hart-
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FOR SALE 71ft. coaster MFV, gross
tonnage 78.15, built 1937 riveted
wrinkled iron, engine single screw
Bentley four stroke, 150bhp, 28BHP.
General inventory: large hold for
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